



CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

May 12, 1999

H.R. 1034

An act to declare a portion of the James River and Kanawha Canal in Richmond, Virginia, to be nonnavigable waters of the United States for purposes of title 46, United States Code, and the other maritime laws of the United States

As ordered reported by the Senate Committee on Commerce, Science, and Transportation on May 5, 1999

CBO estimates that enacting H.R. 1034 would have no significant effect on the federal budget. Because the act could reduce offsetting receipts (a credit against direct spending), pay-as-you-go procedures would apply. We estimate, however, that any loss of receipts would be negligible. H.R. 1034 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act and would impose no costs on state, local, or tribal governments.

H.R. 1034 would declare a portion of a canal in Richmond, Virginia, to be a nonnavigable waterway for the purposes of administering certain laws under the jurisdiction of the U.S. Coast Guard (USCG). This declaration would make it unnecessary for operators of a few small passenger vessels (for guided tours) to obtain federal safety inspections. As a result, the USCG would forgo a few hundred dollars of fees that it usually charges for such services. Based on information provided by the agency, CBO estimates that the total annual loss of receipts would be less than \$1,000.

On April 26, 1999, CBO prepared a cost estimate for H.R. 1034 as ordered reported by the House Committee on Transportation and Infrastructure on April 22, 1999. The two versions of the legislation are identical, as are the estimates.

The CBO staff contact is Deborah Reis. This estimate was approved by Robert A. Sunshine, Deputy Assistant Director for Budget Analysis.